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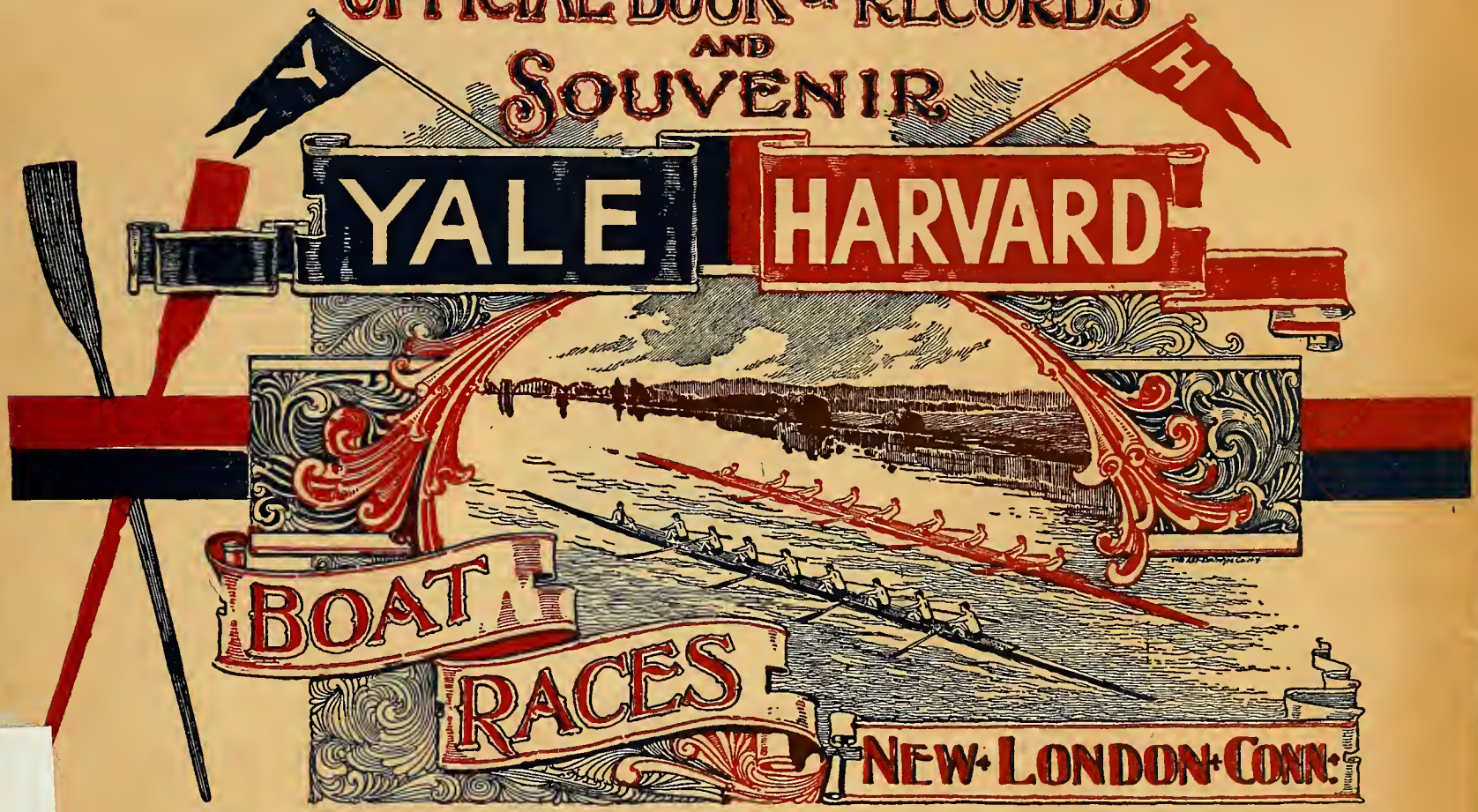

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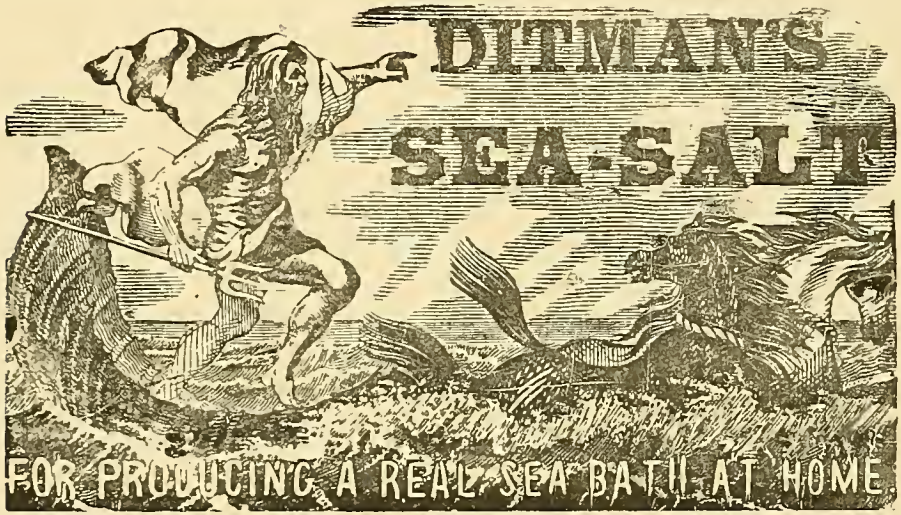

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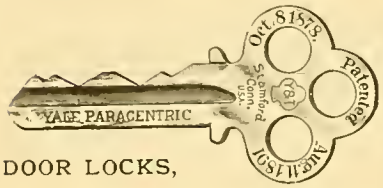

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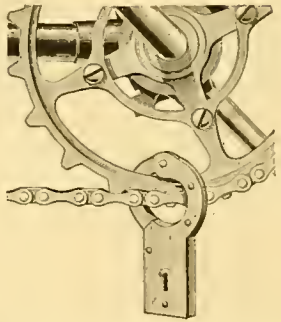

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AND THE

HARVARD, YALE AND COLUMBIA FRESHMEN BOAT RACE

AT

NEW LONDON, CONN.

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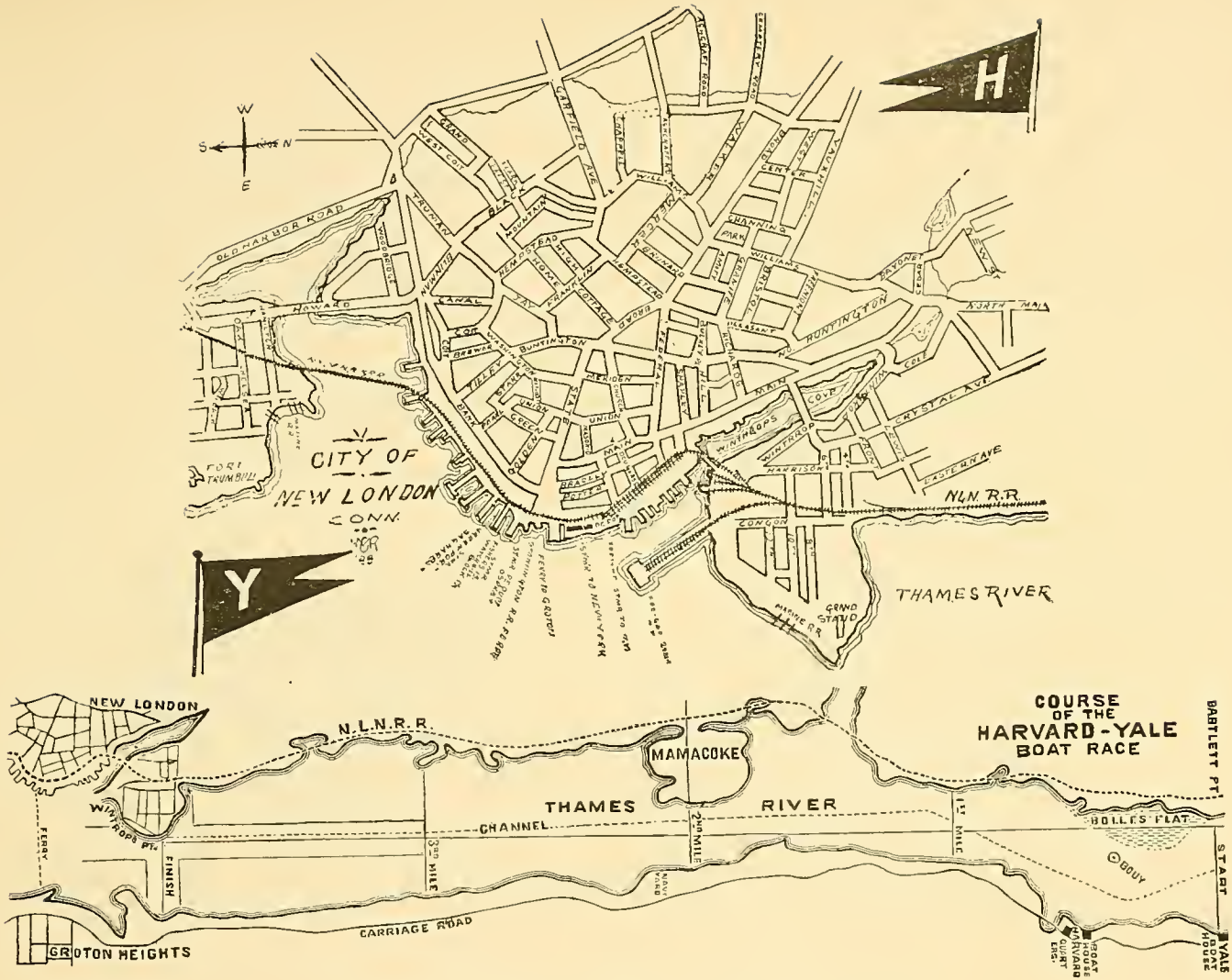

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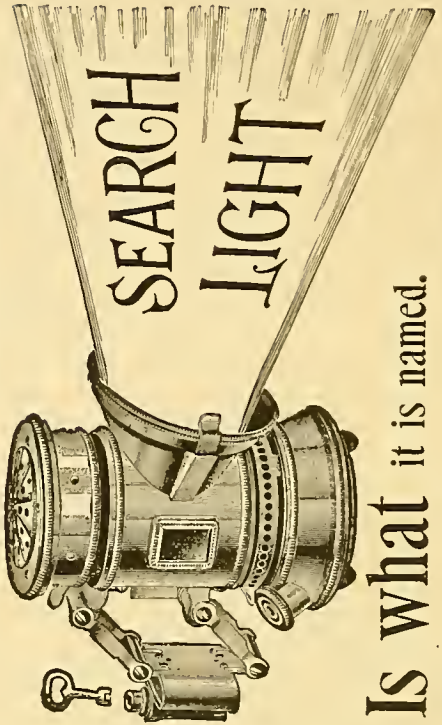

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1852 Col. N. Baker, Concord, N. H.
1855 Col. James M. Thompson, Springfield, Mass.
1859 James McKay (boat builder), New York.
1860 Nathaniel Paine (Atlanta Boat Club), Worcester, Mass.
1864 Robert M. Clark, Boston, Mass.
1865 Joshua Ward (professional oarsman), Cornwall, N. Y.
1866 W. H. Carpenter, Providence, R. I.
1867 Robert M. Clark, Boston, Mass.
1868 Arthur F. Dexter, Providence, R. I.
1869 H. H. Chamberlain, Worcester, Mass.
1870 Edwin Brown, Worcester, Mass.
1871 A. G. Baxter (Union Boat Club), Boston, Mass.
1872 Jno. C. Babcock (Nassau Boat Club), New York.
1873 Jno. C. Babcock (Nassau Boat Club), New York.
1874 William Wood (trainer of gymnastics), New York.
1875 James Watson (journalist), New York.
1876 Prof. Arthur M. Wheeler (Yale '57), New Haven, Conn.
1877 Prof. Alex. Agassiz (Harvard '55), Cambridge, Mass.
1878 Prof. Arthur M. Wheeler (Yale '57), New Haven, Conn.
1879 Prof. Alex. Agassiz (Harvard '55), Cambridge, Mass.
1880 Prof. Arthur M. Wheeler (Yale '57), New Haven, Conn.
1881 Prof. Alex. Agassiz (Harvard, '55), Cambridge, Mass.
1882 Prof. Arthur M. Wheeler (Yale '57), New Haven, Conn.
1883 George A. Richards (Cambridge, Eng.), Boston, Mass.
1884 William Bradford (Cambridge, Eng.), New York.
1885 Robert C. Cornell, New York.
1886 Geo. L. Rives (Cambridge, Eng.), New York.
1887 George A. Richards (Cambridge, Eng.), Boston, Mass.
1888 Hermann Oelrichs, New York.
1889 Robert C. Cornell, New York.
1890 Hermann Oelrichs, New York.
1891 William A. Meikelham (Columbia), New York.
1892 Hermann Oelrichs, New York.
1893 Geo. L. Rives (Cambridge, Eng.), New York.
1894 Hermann Oelrichs, New York.
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OFFICIAL INFORMATION AND PROGRAMME OF THE RACES.

The Harvard-Yale-Columbia Freshman race will be rowed down stream on June 27th, at 5.00 in the afternoon.

The race on the 28th, between Harvard and Yale, is announced to take place at 5.30 P.M., and be rowed down stream.

The Observation Train will leave the Union Depot forty-five minutes before the hour for rowing the race.

The signals for the Harvard-Yale Boat Race are: Two large balls, in color red for Harvard, blue for Yale, displayed from the mast placed on the north end of the centre pier of the bridge. The code is as follows:

First and second crews, respectively, as they go for the starting point balls will be hauled to half-mast.

Crews in position—Balls at masthead.

Crews off—Balls dropped instantly.

As each crew crosses the half mile lines the ball representing that crew, red for Harvard, blue for Yale, will be hoisted and remain at masthead for the space of one minute and then drop.

Postponement of the race will be made known by raising and dropping the balls rapidly six times in succession, but the hour to which the race may be postponed to cannot be made known by the balls.

If the weather should prove thick or misty only the mile stations will be taken and displayed from the bridge.

THE 1895 HARVARD UNIVERSITY CREW.

		Weight.	Height.	Age.
Bow	E. N. Wrightington, '97, Brookline, Mass.	164	5.09	21
No. 2	J. A. Stillman, '96, New York city	166	5.10	23
No. 3	J. E. Chatman, '97, Boston	108	5.09½	22
No. 4	L. D. Shepard, '96, Boston	174	5.09	23
No. 5	S. Hollister, '97, Santa Barbara, Cal.	177	6.00	22
No. 6	F. N. Watriss, '95, L. S., Chicago	174	5.11½	24
No. 7	E. H. Fennessy, '96, Boston	172	5.10½	21
Stroke	J. R. Bullard, Jr., '96, Dedham, Mass.	162	5.08½	22
Average		169⅝	5.10¾	22
Cox	P. D. Rust, '98, Kansas City	105	—	—
Sub.	L. T. Damon, P. G., Boston	164	5.10	24
Sub.	K. H. Lewis, '96, Dover, N. H	169	5.10½	22

THE 1895 YALE UNIVERSITY CREW.

		Weight.	Height.	Age.
Bow	R. Armstrong, '95 S., Hampton, Va.	161	5.08½	21.8
No. 2	H. C. Holcomb, '95 S., New Haven	180	5.09½	22
No. 3	W. M. Beard, '96, Poughkeepsie, N.Y.	170	5.08½	19
No. 4	W. R. Cross, New York city	195	6.02½	21
No. 5	A. W. Dater, '95 S., Brooklyn, N. Y.	187	6.02	22.8
No. 6	J. M. Longacre, '96, Philadelphia, Pa.	181	6.00	21.6
No. 7	R. B. Treadway, '96, Sioux City, Ia.	175	6.00½	21
Stroke	G. Langford, '97 S., St. Paul	172	6.02	19
Average		178¾	5.11⅔	21.10¾
Cox	T. L. Clark, '97, New Orleans	107	—	—
Sub.	P. H. Bailey, '97, Windsor Locks, Conn.	180	6.00	21
Sub.	J. H. Simpson, '97, St. Paul	163	5.11	20
Sub.	T. W. Miller '97, Akron, O.	165	5.08	20

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The Harvard-Yale Yacht races will start at 11 o'clock on the morning of Friday, June 28th. The course will be a triangular one, with both start and finish off the Pequot House. The contestants will be divided into five classes: forty foot, thirty foot, and twenty-six foot sloops, and over twenty and under twenty foot catboats. Entering boat must be sailed by a member of one of the yacht clubs. Small schooners will be measured on eighty-four per cent. of their water line length, and may enter the sloop class in which that measurement puts them. Three prizes will be given in each class; a first when two boats start, a first and second when three or more, a first, second and third when five or more start. Points will be counted as follows: First, five; second, two; third, one. The club winning the greatest number of points will hold for the year the handsome silver cup offered by the New London Board of Trade. The length of the course for the larger boats is about twenty-three miles, and for the smaller boats about fifteen. As the race cannot well be postponed, in case the wind is so light that no boat finishes by nine it will be declared off for this year.

The boats will sail under the racing rules of the New York Yacht Club, and the time allowance will be made out according to Herreshoff's table of measurements.

The boats will sail in their cruising trim, and there will be no handicap on light sails.

THE FRESHMEN CREWS.

Position.	Harvard.	Yale.	Columbia.
Bow	Huxley.	G. E. Cram, S.	Morris.
No. 2	A. H. Rice.	J. C. McLaughlan.	Pierpont (C.)
No. 3	J. C. Rice.	G. T. Marsh (C.)	Lewis.
No. 4	G. H. Scull.	R. Hitchcock, S.	Barclay.
No. 5	Jennings.	J. O. Rogers.	Mortimer.
No. 6	F. L. Ames (C.)	P. Whitney.	Longacre.
No. 7	D. M. Goodrich.	P. D. Mills, S.	Haight.
Stroke	Carot.	D. F. Rogers.	Fitzgerald.

Yachts enrolled in Yale Yacht Club :

SCHOONERS—Una, C. B. T. J. McCahill.

SLOOPS—Awa, A. de W. Cochrane, '96 S.; Bob, W. S. Hoyt, '96; Carrie, E. Hill, '97; Cosette, C. M. Finke, '97; Daffodil, A. H. Whiting, '96 S.; Dorothy, R. W. Bartram, '95 S.; Ilderim, C. Vanderbilt, Jr., '95 ; Imp, C. A. Miller, '96; Louise, J. Hall, '95 S.; Narota, F. M. Hoyt, '95 S.; Nymph, H. W. Harris, '95 S.; Onota, R. de P. Tytus, '97; Queen Mab, H. Chubb, '95 S.; Tally Ho, O. H. Miller, '96 S.; Toboggan, S. D. Babcock, Jr., '97; Trident, G. T. Adee, '95 ; Veto, W. A. Delano, '95; Witch, G. Z. Gray, '96.

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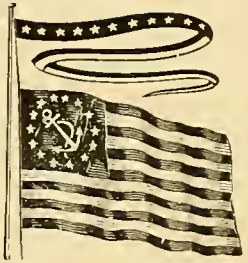

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TO THE IMPERIAL HAIR REGENERATOR COMPANY, 292 5th Ave., City:

GENTLEMEN: It is with real pleasure I write you about the great satisfaction you have given me in the glorious Trilby shade you have produced upon my hair for the part I am now assuming.

Not only is the color simply beautiful, but the texture of my hair was never before so silken and pleasing to the touch, and I positively believe nothing in the same line can be compared to it. I am so delighted that I feel I will be doing a good and charitable act if my testimonial will induce any of my sex to use your delightful article. Yours, very sincerely,

SYBIL JOHNSTONE.

IMPERIAL HAIR REGENERATOR is clean, lasting. It does not contain an atom of poisonous matter, and will not stain the scalp, and Turkish and sea-baths will not affect it.

Seven colors cover all shades: No. 1—Black. No. 2—Dark Brown. No. 3—Medium Brown. No. 4—Chestnut. No. 5—Light Chestnut. No. 6—Gold Blonde. No. 7—Drab or Blonde Cendree.

We make applications a specialty, and give absolute privacy.

Samples of hair are colored free of charge. **Price $1.50 and $3.00.**

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The 1895 Harvard Crew.

BOW—E. N. Wrightington.

No. 2—J. A. Stillman.

No. 3—J. E. Chatman.

No. 4—L. D. Shepard.

STROKE—J. R. Bullard.

No. 5—S. Hollister.

No. 6—F. N. Watriss.

SUB.—L. T. Damon.

COX.—P. D. Rust.

No. 7—E. H. Fennessy.

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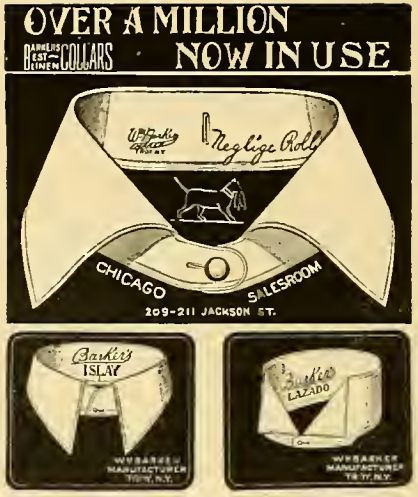

Factory :

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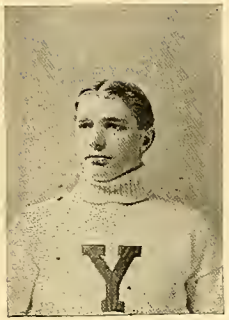
Salesrooms :

CHICAGO, SAN FRANCISCO,
NEW YORK.

The 1895 Yale Crew.

BOW—R. A. Armstrong.



No. 2—H. C. Holcomb.

No. 3—W. M. Beard.

No. 4—W. R. Cross.

COX.—T. L. Clark.

No. 5—A. W. Dater.

No. 6—J. M. Longacre.

No. 7—R. B. Treadway.

STROKE—G. Langford.

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Harvard University Boat House.

Cambridge, January 5th, 1895.

CHICAGO VARNISH CO.

GENTLEMEN: Your Navalite Varnish was used on all the University Shells, during 1894, and gave better satisfaction than anything we have used heretofore. It gives that superior finish so necessary to racing shells.

(Signed) CHARLES W. HART,
Manager Harvard Boat House.

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Yale Boat House.

New Haven, Conn., July 5th, 1894.

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GENTLEMEN: Navalite proves to be more than you claim for it. It is a most remarkable varnish. The best that I have used during my fifteen years' practice in my present position. Like Yale, it distances all competitors to date.

Yours truly,

(Signed) JAMES M. ANDRUS,

Manager Yale Boat House.

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THE 1895 YALE CREW IN SHELL.

University of the City of New York

Medical Department—Fifty-fifth Year, 1895–96

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Attention is called to the fact that the curriculum has recently been entirely remodeled and greatly improved. It now consists of a three years' graded course, divided as follows:

1st Year.—Lectures and recitations from text-books on Anatomy, Physiology and Chemistry. Dissection and Laboratory work in Histology, Materia Medica and Chemistry.

2d Year.—Lectures on Surgical and Regional Anatomy, Experimental Physiology, Experimental Chemistry, Physics and Hygiene, and Materia Medica. Recitations from text-books on Pathological Anatomy, Practice of Medicine, Surgery, Materia Medica, Obstetrics and Demonstrations on the Manikin. Laboratory work in Pathology, Clinics in Bellevue Hospital and the College Building, on Medicine, Surgery and Gynæcology.

3d Year.—Lectures on Practice of Medicine, Surgery, Obstetrics, Gynæcology, Therapeutics, and Pathology, with Autopsies. Bedside teaching in small classes in the wards of Bellevue Hospital on Medicine, Surgery and Gynæcology, Clinics in Bellevue Hospital and the College Building on Medicine, Surgery and Gynæcology.

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The examinations are held at the close of each year. The marks received for proficiency in practical work in the Laboratory, Dissecting Room, etc., are added to the final examination marks in each corresponding subject.

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For course of Lectures,	$15 00	Demonstrator's Fee, including material for dissection,	10 00
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THE 1894 YALE CREW.

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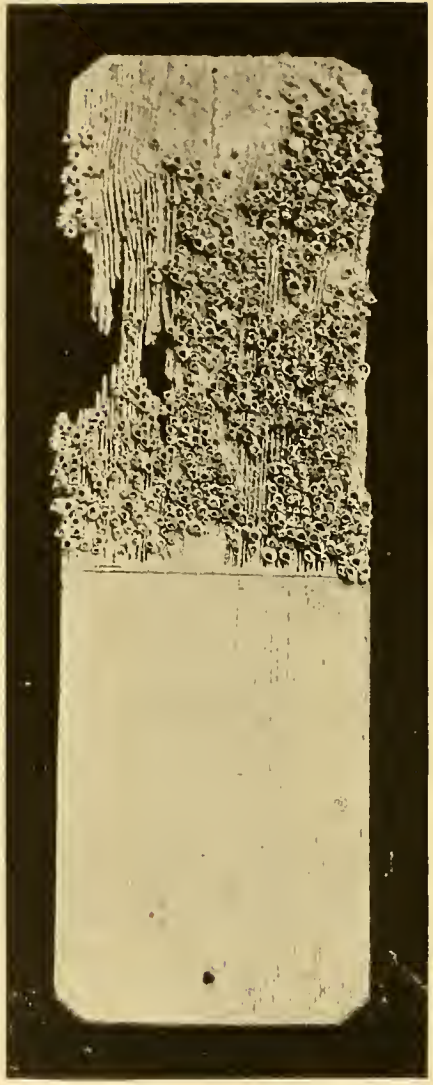

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THE 1893 HARVARD CREW.

INTERCOLLEGIATE BOAT RACING.

HARVARD AND YALE.

JOHN BUNYAN, in his own opinion and certainly in that of his goodly neighbors, especially those troubled with insomnia, was a wild and wicked youth, because of his addiction to a sport long passed into disuse, bell-ringing. Indeed, according to one authority, it was a grand exercise, full of temptation to young men overflowing with energy and in its beneficial effects upon muscular development unsurpassed by any other sport save rowing.

The modern youth of Bunyan's type goes to some Y.M.C. A., or to some college or divinity-school with a gymnasium, athletic field and "navy" as attachments, and "makes the crew" without a single twinge of conscience. The healthful food of the training table is not that on which an uneasy conscience can long thrive. Steady habits and hard and constant exercise do not give much room for morbid introspection, and the amateur athlete is now as clean and clear and sound and sane in body and mind in his early days as Bunyan was in his latter.

The spirit of emulation, the desire to win, that led up to this rigid training, was seen earlier in boat-racing than in any other sport.

A Summer contest on Lake Winnepisaukee in 1852, in which Harvard men defeated men from Yale, caused the students of the latter college to organize its half dozen boat clubs into the "Yale Navy" with a constitution and officers, the first "Commodore" being Richard Waite. But fine as the organization was, and superior as their boats were acknowledged to be, in 1855 the Yale men went down before the Harvard men with better physique, skill and training. There was a great advance at Harvard in respect to the last over the crew of 1852. Then the crew rowed very little before the race for "fear of blistering their hands." This Gilbert and Sullivan state of affairs did not last long, however. In 1858 the preparatory exercise was somewhat severe, consisting in walking, running, gymnastic exercise, tossing the cannon ball, etc., their diet being very plain and especially intended to train the men to endure thirst.

Yale's training the next year, 1859, was equally rigid and still more practical, consisting in a deal of rowing. The idea, however, was to reduce the men very much in weight, the average being then 148 pounds. They just managed to beat the Harvard crew, both making most excellent time. The form

THE VICTORIOUS YALE CREW OF 1893.

of these early days, before the introduction of the sliding seat, was most excellent. The chief points of the stroke were, to quote from Mr. Hurd, "a good strong catch, full thigh and loin movement before the oars were past the perpendicular, a clean feather and a prompt, easy recover."

It is to be doubted if rowing has been much improved upon since this time in its most essential aspects, certainly not in the estimation of the editor of the *Evening Post*, who, in the issue of Monday, June 19, '93, says:

"Doubtless college eights make better time to-day than their predecessors of twenty or forty years back, but this result is only in accordance with the law of progress. In all branches of athletics, the breaking of records proceeds steadily from year to year. It is probable that the sliding-seat has helped to lower the rowing record, but its influence in this respect is much less than is supposed. At all events, it is not enough to compensate for the havoc it has wrought in the style of modern oarsmanship."

In the early sixties, the young men of the country understood the word "Navy" in its full and naked sense. Play contests on flood and field gave place to struggles of life and death. In '64 and '65 Wilbur Bacon's crew by hard work and good discipline revived the sport at Yale and established its prestige by beating Harvard. This Harvard regained in '66, '67, '68 and '69, chiefly by sensible improvements in the matter of diet, intended to regain flesh instead of train it away.

In 1869, Harvard went to England and rowed against Oxford, being beaten by only six seconds. This, considering that every advantage was against her, was a virtual proof of the equality of English and American training.

In the early seventies, boat racing suffered from the intercollegiate squabbles that have done so much to discredit college athletics. It, however, was the chance for the smaller colleges and institutions unknown before in athletic circles. Massachusetts Agricultural College, Amherst, Columbia and Cornell won first places.

Gradually Yale and Harvard flocked together, and in the latter seventies, the annual dual contest at New London, as we see it now, grew into existence. After much experimenting in "strokes" and "professional" coaches, the contest has settled down into one where the best men are the ones who will win, for training appliances, enthusiasm and care of old graduates as coaches, are about the same at both colleges. Still it is to Robert Cook and his stroke that Yale owes much of her late success. It will not be out of place to add a word as to this man and others who have

THE HARVARD GYMNASIUM.

sacrificed their business interests and assumed great responsibilities for the sake of loyalty to their college.

Robert Cook was stroke in the crew of '76 that beat Harvard by half a minute and won the international intercollegiate regatta at the Centennial Exposition by defeating Columbia and Trinity, of Cambridge, England.

He was coach of the winning Yale crews of '81 and '84, and of '86 to '90 inclusive, seeing one defeat in the crew of '91, and victories in '92, '93 and '94.

In '82 the professional Davis was coach of Yale's defeated crew. In '85 Yale's defeated crew had no regular coach. Watson was coach of the winning Harvard crews of '77, '78 and '79, and the defeated crews of '81 and '88. Bancroft was coach of the defeated Harvard crews of '80 and '84, and of the winning ones of '82 and '83. He was assisted by Faulkner, a professional, in coaching the winning crew of '85. Faulkner and Storrow in '86, Faulkner and others in '87, Watson and others in '88, Storrow in '89, Keys and Storrow in '90, and Keys in '92 coached crews defeated by Yale crews coached by Cook. The victorious Harvard crew of '91 was coached by Keys and Adams.

The newspapers give *ad nauseum* descriptions of the way the race appears to the average spectator satisfied with outward show. Let us, however, feel the significance of the race as the college man feels it, through his emotions, taking the sensation of one most interested, a man in the boat. If the description is that of a woman, it is of one whose life is in such harmony and sympathy with the boy described that it is as if she herself had experienced his sensations. It will be found on the next page.

THE YALE GYMNASIUM.

THE RACE SEEN FROM THE INSIDE.

From "Sweet Bells out of Tune," Mrs. Burton N. Harrison, in April, 1893, "Century."

EMBARKED at last from the little floating stage near the start, one after another takes his place at the quiet word of the captain. In dead silence, every man shuts his teeth, and falls to thinking. Jack envies the phlegmatic country-bred fellow rowing at bow, who afterward avowed that he thought of nothing at all, and who is the best-conditioned of the lot.

With eyes strictly in the boat, unconscious of the thousands who gaze eagerly upon them, they paddle about for a few minutes, becoming gradually aware of their surroundings. Jack sees the flotilla of dainty, graceful yachts, and gives a thought to Trix, whom he believes to be aboard one of them. The long multi-colored observation train, lying off at a distance like a gaudy serpent, he never thinks of as harboring his sister. He sees an enormous Sound steamer careen to one side with the weight of crowding passengers—the throngs of smaller fry, row-boats and launches, dogging their way.

And then a warning whistle from the referee's boat, as the busy little craft scurries to clear the course. Jack feels himself obeying the coxswain's order to straighten the boat out at the line.

Scarce a boat's-length to the starboard of them sit their rivals, engaged in stripping the jerseys from great muscles and mighty beef. At this spectacle the young oarsman has a moment's sickly misgiving as to results. But he looks ahead of him, down the line of sun-burned shoulders and lean, lithe bodies, and remembers that here are stanch veterans of hard-fought fights at school and college—heroes whose voices have rung out over the mud of foot-ball fields, and on the fatal third mile of many a four-mile pull in rough water. And he is comforted.

Another whistle from the launch. Jack's brain is void.

"Oars buried," almost whispers the cox.

Jack strains forward, and knows that the launch is bearing close to them with a strange face in the bow. There is a deadly hush.

"Gentlemen, are you ready?" asks the referee.

A pause that seems minutes.

"Go!" And they are off.

In the blank fear that he will do something wrong, our youngster watches like a lynx the shoulders, swinging back with mighty power at every stroke, of the man ahead of him—that erewhile listless creature who has been complaining of hard work, and watch him now!

THE JOHNSTON GATE AT HARVARD.

Mingling with the voice of cox in his ears Jack hears the swash of the other crew alongside, a bit ahead, and the rage of battle comes into his soul.

"Why don't they quicken the stroke?" he thinks, in his intemperate youth. "Oh! why don't we shake em off? Can we never pass those red chaps?"

There is Number 2 in the other boat. Jack yearns to see him in the rear, and wants to do more than his own share to bring this about. For the rest, he feels blind and deaf, his brain opening and shutting in agony, his oar red-hot in his grasp. The stroke does quicken a point here, and the cox calls for an effort to go by.

The boat bounds under them, and the crew know the wild joy a sailor feels in danger from a squall, or a horseman on the rise of a high jump. They are rowing finely, their action magnificent, the stroke full, clear, and vigorous, a credit to the coach—"like a piece of well oiled machinery," the reporters will write to-night.

Jack feels his muscles at work once more. Suddenly, above the shouting of the captains, and the swash of oars, he hears arise a cry—the war-cry of old Ironsides at Number 5. All the Yale boatmen know the cry. It is like the view-halloo of Drysdale in "Tom Brown," the dear old story-book that first made Jack a captive to the oar.

Now is the sweat of battle sweet in the mouth, and the ding-dong, hammer-and-tongs work has begun. Inch by inch they are gaining, and out of the corner of the eye the lad again sees Number 2 in the other boat. *This time he is opposite old Ironsides!*

The mile is past, and with the stroke's steady "Catch!" "Catch!" Jack knows, if nothing happens, they have won. He feels a pang of sympathy for that gallant other Number 2. Cheers ring out from the distant observation train, cheers of "Yale!" "Yale!" and Jack again thinks of his proud little sister Trix.

"Βρεχεχεχὲξ χοὰξ χοὰξ," comes in heavy unison from a steamboat. It is the chorus of Aristophane's frogs adapted into a college war-song.

They have passed the navy-yard. His mouth is as dry as a kiln, but he is not exhausted. Hard rows and hot home minutes by the old Long Wharf in New Haven have seasoned him against that. He begins to think of the record. Can they touch it? The third mile flag flashes by. The Harvard crew is a full two lengths in the rear now, and the coxswain's note is a crow of victory. A cry is raised for a spurt at the finish. They are close in shore, out of the current. Wild shouts of joy come from Yale lungs on the train, its blue cars, now plainly distinguishable, close at hand. And in the soothing dusk, shadows lengthening over the Groton shore, the Yale boat shoots across the line—victorious.

THE OLD FENCE AT YALE.

RIVAL EIGHT-OARED CREWS.

THE FOLLOWING IS A COMPLETE LIST OF THE RIVAL OARSMEN OF THE TWO UNIVERSITIES SINCE THE INTRODUCTION OF EIGHT-OARED RACING IN 1876.

	HARVARD.		YALE.
	1876.		
Bow.	Albert W. Morgan	Bow.	John W. Westcott
2.	George W. Irving	2.	Frederick Wood
3.	Edward D. Thayer	3.	Elbridge C. Cooke
4.	Martin R. Jacobs	4.	David H. Kellogg
5.	William M. Lemoyne	5.	William W. Conlin
6.	Montgomery James	6.	Oliver D. Thompson
7.	Joel C. Bolan	7.	Julian Kennedy
Stroke.	William A. Bancroft	Stroke.	Robert J. Cook
Cox.	George L. Cheney	Cox.	Charles F. Aldrich
	1877.		
Bow.	Alvah Crocker	Bow.	Gerald W. Hart
2.	Nat. M. Brigham	2.	Herman Livingston
3.	Burton J. Legate	3.	Frank E. Hyde
4.	William M. Lemoyne	4.	William K. James
5.	Martin R. Jacobs	5.	Elbridge C. Cooke
6.	William H. Schwartz	6.	Oliver D. Thompson
7.	Frederick W. Smith	7.	William W. Conlin
Stroke.	William A. Bancroft	Stroke.	Frederick Wood
Cox.	Frederick H. Allen	Cox.	Charles F. Aldrich
	1878.		
Bow.	Alvah Crocker	Bow.	Julian W. Curtiss
2.	Nat. M. Brigham	2.	Frank E. Hyde
3.	Burton J. Legate	3.	Bruce S. Keator
4.	Martin R. Jacobs	4.	Herman Livingston
5.	Van Der Lynn Stow	5.	Harry W. Taft
6.	William H. Schwartz	6.	George B. Rogers
7.	Frederick W. Smith	7.	David Trumbull
Stroke.	William A. Bancroft	Stroke.	Oliver D. Thompson
Cox.	Frederick H. Allen	Cox.	Charles F. Aldrich

	HARVARD.		YALE.
	1879.		
Bow.	Richard Trimble	Bow.	John B. Collins
2.	Nat. M. Brigham	2.	N. T. H. Patterson
3.	Francis Peabody, Jr.	3.	Charles B. Storrs
4.	Martin R. Jacobs	4.	Oliver D. Thompson
5.	Van Der Lynn Stow	5.	John W. Keller
6.	William H. Schwartz	6.	George B. Rogers
7.	Frederick W. Smith	7.	Harry W. Taft
Stroke.	William A. Bancroft	Stroke.	Philo C. Fuller
Cox.	Frederick H. Allen	Cox.	Augustine FitzGerald
	1880.		
Bow.	Howard W. Atkinson	Bow.	John B. Collins
2.	William Freeland	2.	Nathaniel T. Guernsey
3.	Herbert B. Howard	3.	Louis K. Hull
4.	Edward D. Brandegee	4.	Philo C. Fuller
5.	James Otis	5.	Frederick W. Rogers
6.	Nat. M. Brigham	6.	George B. Rogers
7.	Robert Bacon	7.	Charles B. Storrs
Stroke.	Richard Trimble	Stroke.	Harry T. Folsom
Cox.	Sabin Pond Sanger	Cox.	Mum Yew Chung
	1881.		
Bow.	Edward D. Brandegee	Bow.	John B. Collins
2.	Fred. L. Sawyer	2.	Philo C. Fuller
3.	Edward T. Cabot	3.	Frederick W. Rogers
4.	Charles M. Hammond	4.	Nathaniel T. Guernsey
5.	Oscar J. Pfeiffer	5.	Louis K. Hull
6.	Seymour I. Hudgens	6.	George B. Rogers
7.	William Chalfant, Jr.	7.	Charles B. Storrs
Stroke.	Charles P. Curtis	Stroke.	Harry T. Folsom
Cox.	Julius Buchman	Cox.	Mum Yew Chung

HARVARD DRAMATIC CLUB.

	HARVARD.	1882.	YALE.
Bow.	William W. Mumford	Bow.	Henry R. Flanders
2.	Fred. L. Sawyer	2.	Joseph R. Parrott
3.	Robert P. Perkins	3.	Frederick W. Rogers
4.	Charles M. Hammond	4.	Nathaniel T. Guernsey
5.	Edmund A. S. Clark	5.	Louis K. Hull
6.	Seymour I. Hudgens	6.	William H. Hyndman
7.	William Chalfant, Jr.	7.	Charles B. Storrs
Stroke.	Charles P. Curtis	Stroke.	Harry T. Folsom
Cox.	Sabin Pond Sanger	Cox.	David Plessner

	1883.		
Bow.	William W. Mumford	Bow.	Henry R. Flanders
2.	William G. Borland	2.	Joseph R. Parrott
3.	James J. Storrow	3.	Louis K. Hull
4.	Charles M. Hammond	4.	Nathaniel T. Guernsey
5.	Edmund A. S. Clark	5.	Frank G. Peters
6.	Fred. L. Sawyer	6.	William H. Hyndman
7.	Charles M. Belshaw	7.	Frederick W. Rogers
Stroke.	Robert P. Perkins	Stroke.	Harry T. Folsom
Cox.	Sabin P. Sanger	Cox.	D. B. Tucker

	1884.		
Bow.	J. R. Yocum	Bow.	R. S. Storrs
2.	A. Keith	2.	C. B. Hobbs
3.	James J. Storrow	3.	H. W. Patten
4.	Fred. L. Sawyer	4.	Alfred Cowles, Jr.
5.	William G. Borland	5.	Frank G. Peters
6.	Seymour I. Hudgens	6.	Joseph R. Parrott
7.	W. S. Bryant	7.	J. F. Scott
Stroke.	Robert P. Perkins	Stroke.	H. R. Flanders
Cox.	Charles Davis	Cox.	L. E. Cadwell

	HARVARD.	1885.	YALE.
Bow.	Harry W. Keyes	Bow.	C. S. Dodge
2.	J. J. Colony	2.	R. S. Storrs
3.	L. D. Burgess	3.	H. W. Patten
4.	G. S. Mumford	4.	C. B. Hobbs
5.	J. R. Yocum	5.	Alfred Cowles, Jr.
6.	W. A. Brooks, Jr.	6.	J. R. Parrott
7.	James J. Storrow	7.	Frank G. Peters
Stroke.	R. F. A. Penrose	Stroke.	H. R. Flanders
Cox.	T. Q. Browne, Jr.	Cox.	L. E. Cadwell

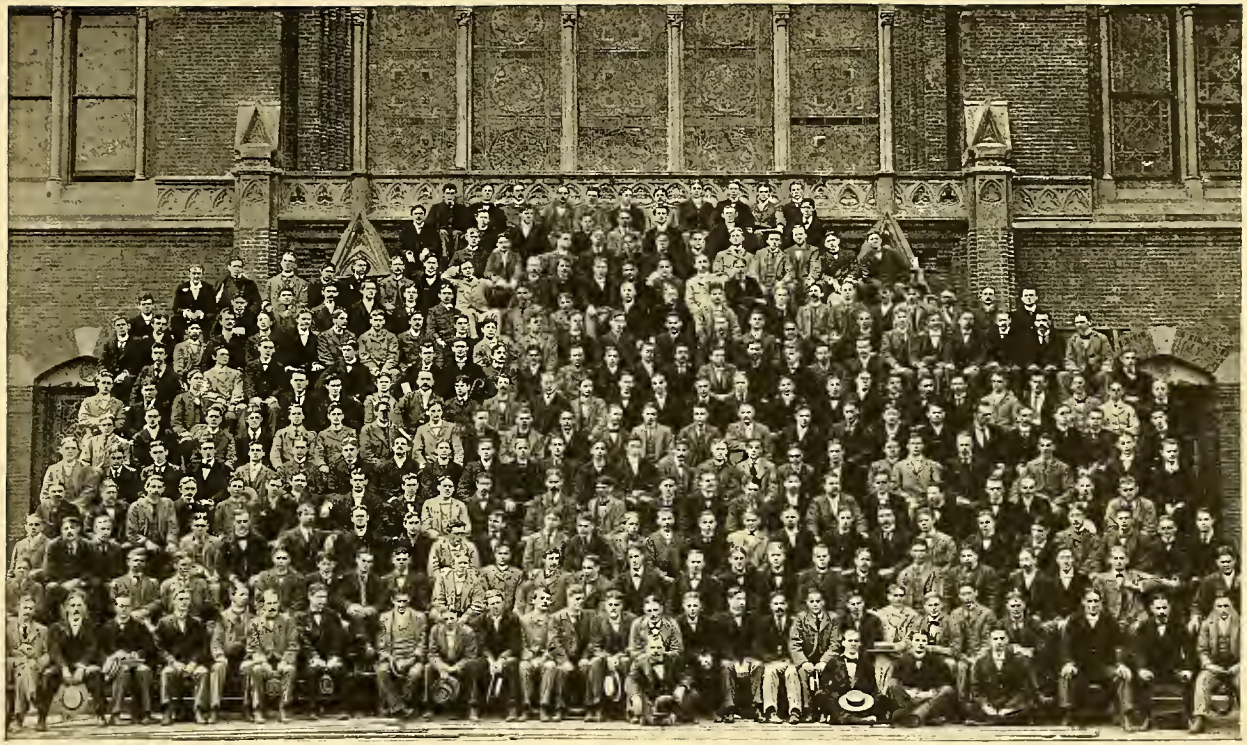
	1886.		
Bow.	G. S. Mumford	Bow.	R. Appleton
2.	J. J. Colony	2.	J. Rogers, Jr.
3.	J. R. Yocum	3.	J. W. Middlebrook
4.	F. Remington	4.	F. A. Stevenson
5.	T. P. Burgess	5.	G. W. Woodruff
6.	W. A. Brooks, Jr.	6.	Alfred Cowles, Jr.
7.	Harry W. Keyes	7.	C. W. Hartridge
Stroke.	R. A. F. Penrose, Jr.	Stroke.	E. L. Caldwell
Cox.	T. Q. Browne, Jr.	Cox.	L. E. Cadwell

	1887.		
Bow.	A. P. Butler	Bow.	R. M. Wilcox
2.	J. W. Wood, Jr.	2.	C. O. Gill
3.	Harry W. Keyes	3.	J. Rogers
4.	C. F. Schroll	4.	J. Middlebrook
5.	J. T. Davis, Jr.	5.	G. W. Woodruff
6.	Emil C. Pfeiffer	6.	F. A. Stevenson
7.	W. A. Brooks, Jr.	7.	G. R. Carter
Stroke.	E. C. Storrow	Stroke.	E. L. Caldwell
Cox.	T. Q. Browne, Jr.	Cox.	Ralph Thompson

YALE DRAMATIC CLUB.

	HARVARD.	1888.	YALE.
Bow.	E. C. Storrow	Bow.	R. M. Wilcox
2.	J. B. Markoe	2.	C. O. Gill
3.	P. D. Trafford	3.	G. S. Brewster
4.	B. T. Tilton	4.	J. A. Hartwell
5.	J. T. Davis, Jr.	5.	W. H. Corbin
6.	C. F. Schroll	6.	F. A. Stevenson
7.	J. R. Finlay	7.	G. R. Carter
Stroke.	W. Alexander	Stroke.	S. M. Cross
Cox.	J. E. Whitney	Cox.	Ralph Thompson
		1889.	
Bow.	S. Sanford	Bow.	C. F. Rogers
2.	N. Longworth	2.	C. O. Gill
3.	E. C. Storrow	3.	G. F. Brewster
4.	J. S. Cranston	4.	J. A. Hartwell
5.	J. R. Finlay	5.	W. H. Corbin
6.	B. T. Tilton	6.	G. W. Woodruff
7.	J. B. Hutchinson	7.	Philip Allen
Stroke.	R. F. Herrick	Stroke.	E. L. Caldwell
Cox.	J. E. Whitney	Cox.	Ralph Thompson
		1890.	
Bow.	G. L. Nelson	Bow.	C. F. Rogers
2.	T. B. Winthrop	2.	W. A. Simms
3.	J. H. Goddard	3.	G. S. Brewster
4.	T. N. Perkins	4.	J. A. Hartwell
5.	R. D. Upham	5.	A. B. Newell
6.	G. H. Kelton	6.	H. T. Ferris
7.	B. T. Tilton	7.	S. B. Ives
Stroke.	J. P. Hutchinson	Stroke.	Philip Allen
Cox.	H. M. Battelle	Cox.	Ralph Thompson

	HARVARD.	1891.	YALE.
Bow.	Marshall Newell	Bow.	W. A. Simms
2.	T. N. Perkins	2.	A. J. Balliet
3.	N. Rantoul	3.	C. R. Ely
4.	F. Lynam	4.	Ralph D. Paine
5.	C. K. Cummings	5.	W. W. Hefflefinger
6.	D. R. Vail	6.	G. S Brewster
7.	G. H. Kelton	7.	P. Hagerman
Stroke.	J. C. Powers	Stroke.	J. A. Gould
Cox.	W. E. Cobb	Cox.	H. S. Bowns
		1892.	
Bow.	Marshall Newell	Bow.	Fred. A. Johnson
2.	N. Rantoul	2.	A. J. Balliet
3.	C. K. Cummings	3.	T. Van Huyck
4.	F. B. Winthrop	4.	Ralph D. Paine
5.	B. G. Waters	5.	A. B. Graves
6.	R. Acton	6.	J. A. Hartwell
7.	G. H. Kelton	7.	S. B. Ives
Stroke.	F. Lynam	Stroke.	E. F. Gallaudet
Cox.	Victor Thomas	Cox.	O. F. Olmstead
		1893.	
Bow.	G. E. Burgess	Bow.	Fred. A. Johnson
2.	W. S. Johnson	2.	E. L. Messler
3.	Marshall Newell	3.	T. Van Huyck
4.	L. Davis	4.	J. M. Longacre
5.	G. R. Fearing	5.	A. P. Rogers
6.	D. R. Vail	6.	Ralph D. Paine
7.	C. K. Cummings	7.	S. B. Ives
Stroke.	E. H. Fennessy	Stroke.	E. F. Gallaudet
Cox.	Victor Thomas	Cox.	F. E. Olmstead



HARVARD CLASS OF 1895.

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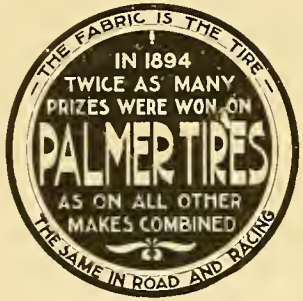

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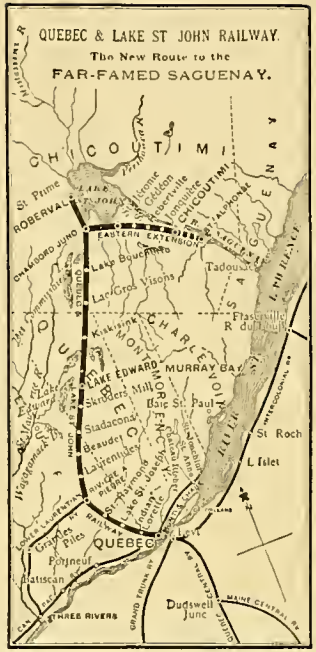

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READY MADE AND TO MEASURE.

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Correct Styles and Superior Finish.

Weld, Colburn & Wilckens,

Manufacturers,

593 Broadway, New York.

RECORDS OF PREVIOUS RACES.

Yale and Harvard.

Date.	Winner.	Oars.	Distance.	Place.	Time. M. S.
1852, Aug. 3.	Harvard.....	8	2 miles.	L. Winnepiseokee	
1855, July 21.	Harvard.....	8	3 miles.	Springfield, Mass.	22 10
1859, July 26.	Harvard.....	6	3 miles.	L. Quinsigamond	19 18
1860, July 24.	Harvard.....	6	3 miles.	L. Quinsigamond	18 53
1864, July 30.	Yale.....	6	3 miles.	Worcester, Mass.	19 01
1865, July 28.	Yale.....	6	3 miles.	Worcester, Mass.	*
1866, July 27.	Harvard.....	6	3 miles.	Worcester, Mass.	18 43¼
1867, July 19.	Harvard.....	6	3 miles.	Worcester, Mass.	18 12¾
1868, July 24.	Harvard.....	6	3 miles.	Worcester, Mass.	17 48½
1869, July 23.	Harvard.....	6	3 miles.	Worcester, Mass.	18 02
1870, July 23.	Harvard†.....	6	3 miles.	Worcester, Mass.	20 30
1876, June 30.	Yale.....	8	4 miles.	Springfield, Mass.	22 02
1877, June 30.	Harvard.....	8	4 miles.	Springfield, Mass.	24 36
1878, June 28.	Harvard.....	8	4 miles.	New London, Ct.	20 44¾
1879, Jnne 27.	Harvard.....	8	4 miles.	New London. Ct.	22 14
1880, July 1.	Yale.....	8	4 miles.	New London, Ct.	24 27
1881, July 1.	Yale.....	8	4 miles.	New London, Ct.	22 13
1882, June 30.	Harvard.....	8	4 miles.	New London, Ct.	20 47½
1883, June 28.	Harvard.....	8	4 miles.	New London, Ct.	25 46½
1884, June 26.	Yale.....	8	4 miles.	New London, Ct.	20 31
1885, June 26.	Harvard.....	8	4 miles.	New London, Ct.	25 15½
1886, July 2.	Yale.....	8	4 miles.	New London, Ct.	20 41¼
1887, July 1.	Yale.....	8	4 miles.	New London, Ct.	22 56
1888, June 29.	Yale.....	8	4 miles.	New London, Ct.	20 10
1889, June 29.	Yale.....	8	4 miles.	New London, Ct.	21 30
1890, June 27.	Yale.....	8	4 miles.	New London, Ct.	21 29
1891, June 26.	Harvard.....	8	4 miles.	New London, Ct.	21 23
1892, July 1.	Yale.....	8	4 miles.	New London, Ct.	20 48
1893, June 29.	Yale.....	8	4 miles.	New London, Ct.	25 01½
1894, June 27.	Yale.....	8	4 miles.	New London, Ct.	23 45½

* Time of this race disputed.

† Race given to Harvard on a claim of foul, Yale's time being 18m. 45s.

Unequalled for Toilet, Nursery and Bath.

100 years old and better than it ever was.

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RECORDS OF PREVIOUS RACES, FRESHMEN CREWS.

Columbia, Harvard and Yale.

Date.	Winner.	Oars.	Miles	Yards	Place.	Time. M. S.
1880, July 7.	Harvard.....	8	2	000	New London, Ct.	11 32
1881, June 30.	Harvard.....	8	1	1,540	Boston, Mass.	9 05¾
1882, July 1.	Columbia.....	8	2	000	New York, N. Y.	10 56
1883, June 27.	Harvard.....	8	2	000	New London, Ct.	11 03
1884, June 26.	Columbia.....	8	2	000	New London, Ct.	9 43½
1885, June 25.	Harvard	8	2	000	New London, Ct.	12 22
1886, July 1.	Harvard*.....	8	2	000	New London, Ct.	11 53
1887, June 30.	Columbia.....	8	2	000	New London, Ct.	11 13¾
1888, June 28.	Columbia.....	8	2	000	New London, Ct.	11 54
1889, June 27.	Harvard.....	8	2	000	New London, Ct.	12 21
1890, June 27.	Columbia.....	8	2	000	New London, Ct.	10 54
1891, June 24.	Columbia*.....	8	2	000	New London, Ct.	9 41
1892, July 1.	Yale.....	8	2	000	New London, Ct.	12 03½
1893. June 28.	Yale.....	8	2	000	New London, Ct.	10 23
1894. June 27.	Yale.....	8	2	000	New London, Ct.	11 15

* Yale rowed in this race.

Harvard and Columbia.

University Crews.

Date.	Winner.	Oars.	Miles	Yards	Place.	Time. M. S.
1877, June 26.	Harvard.....	8	4	000	Springfield, Mass.	22 37
1881, June 27.	Harvard.....	8	4	000	New London, Ct.	21 45
1882, July 3*.	Columbia.....	8	4	000	New London, Ct.	24 32
1883, June 20.	Harvard.....	8	4	000	New London, Ct.	24 45
1884, June 19.	Harvard.....	8	4	000	New London, Ct.	24 31
1885, June 20.	Harvard.....	8	4	000	New London, Ct.	24 27
1886, June 26.	Columbia.....	8	4	000	New London, Ct.	24 30¼
1887, June 27.	Harvard.....	8	4	000	New London, Ct.	20 20

* Columbia rowed over the course alone.

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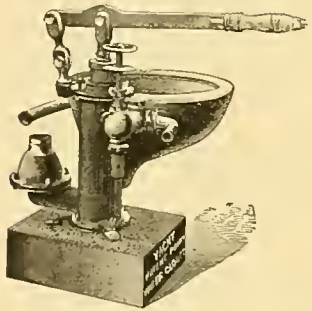

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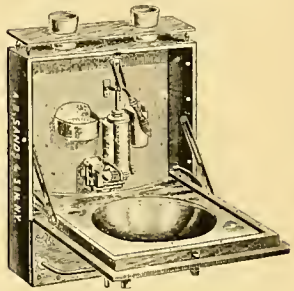

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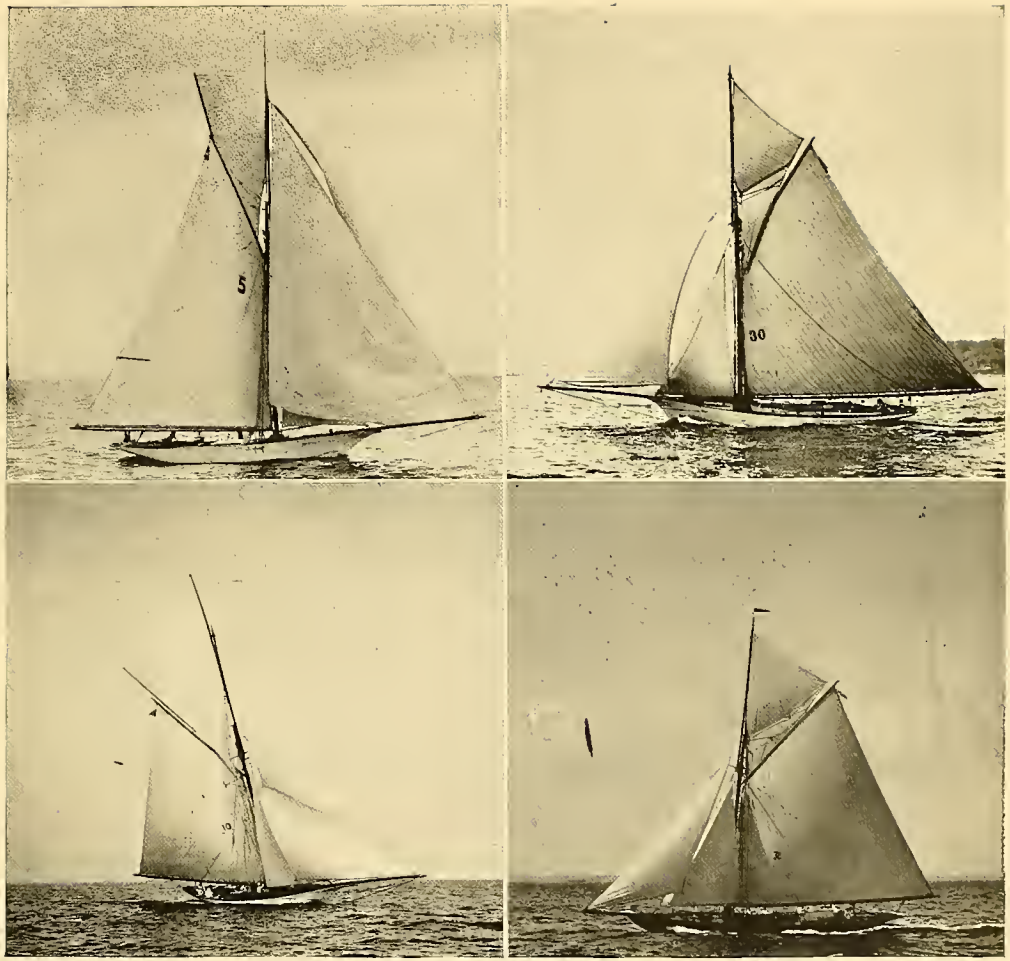

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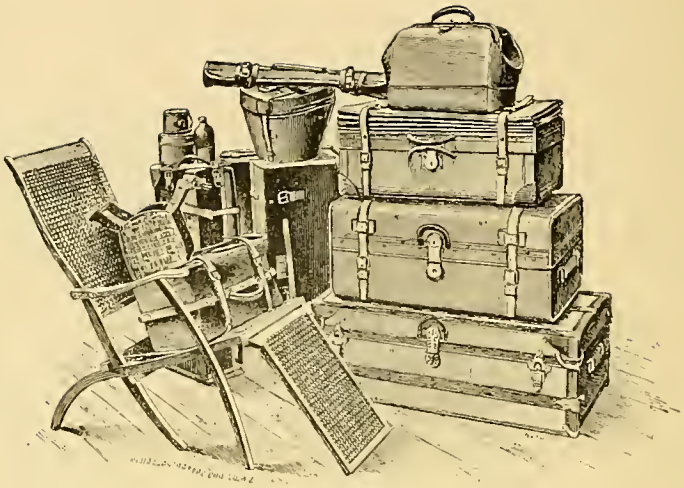

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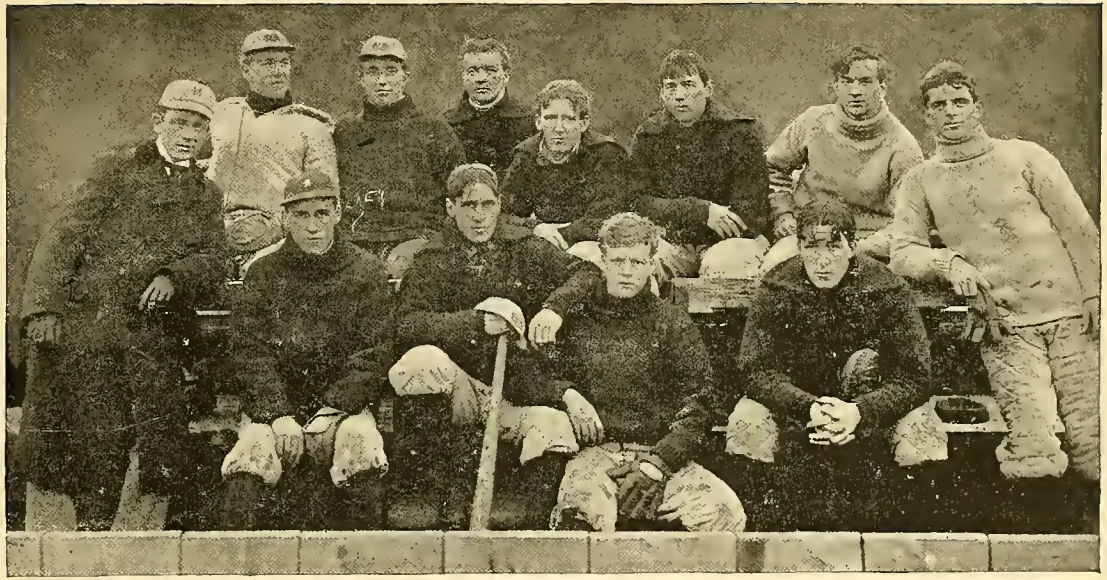

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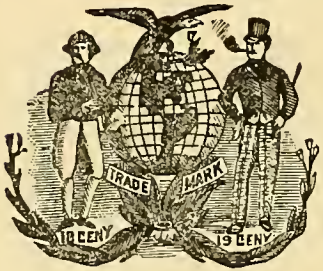

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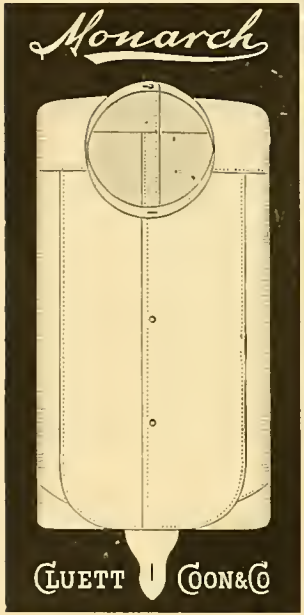

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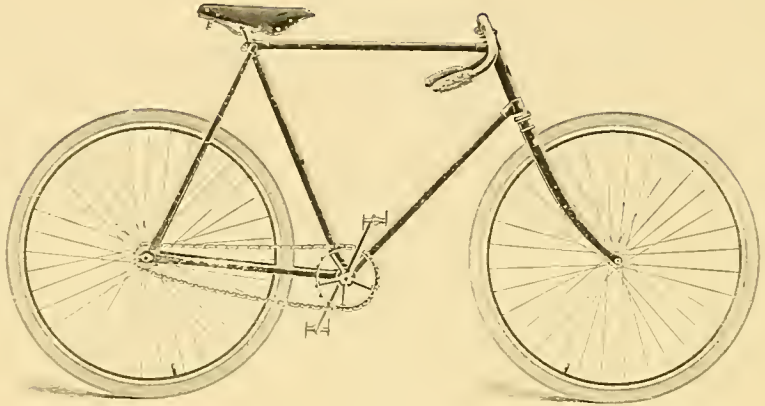

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Light,

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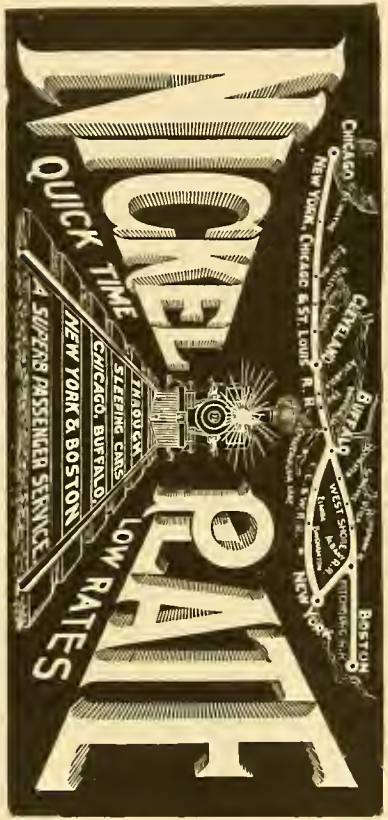
YALE BOAT HOUSE.



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YALE-HARVARD UNIVERSITY BOAT RACE.

Friday, June 28th, 1895.

The "Observation Train" will run as in former years, leaving New London for Starting Point about forty-five minutes before the hour set for race.

Tickets at $2.50 Each,

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The elegant open deck Steamer "Block Island," will leave Central Wharf (adjoining Union Passenger Station), New London, about thirty minutes before the hour set for the race, and will take a favorable position near the finishing line, from which point the crews can be seen as they come down the river, giving an excellent view of the finish.

Next to the Observation Train, this will be the most favorable point for seeing the race.

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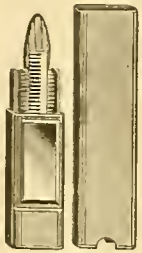
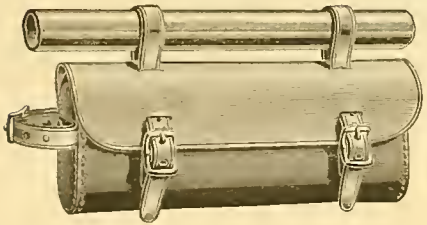
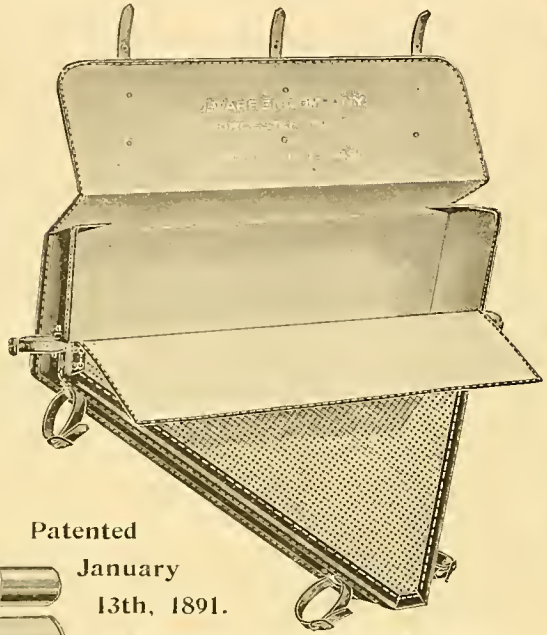


DRESSING CASE.

TOOL BAG.



BICYCLE Luggage Carriers.



Patented January 13th, 1891.

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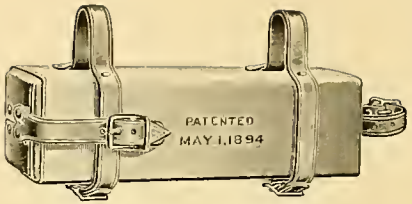

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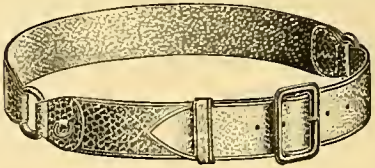

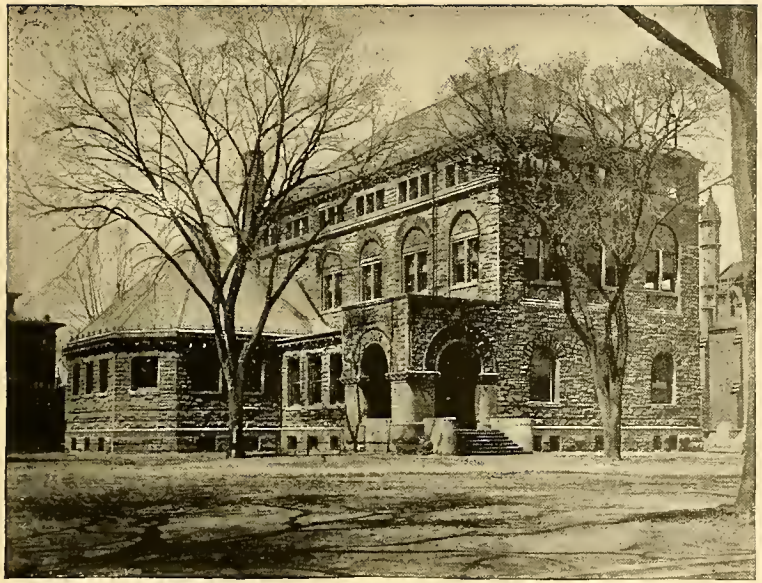

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Have filled order for 3000 bottles Pschorr-Beer for Emperor William Yacht "HOHENZOLLERN" for Kiel festivities.

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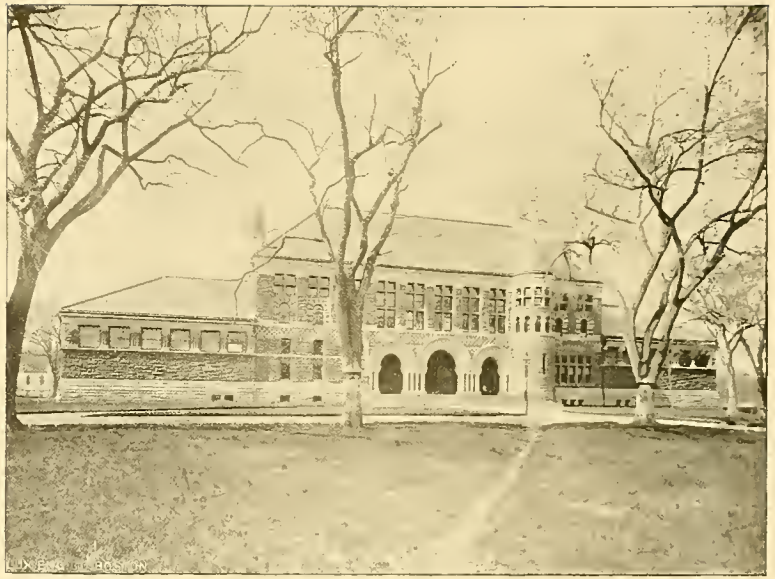

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And some like them all.

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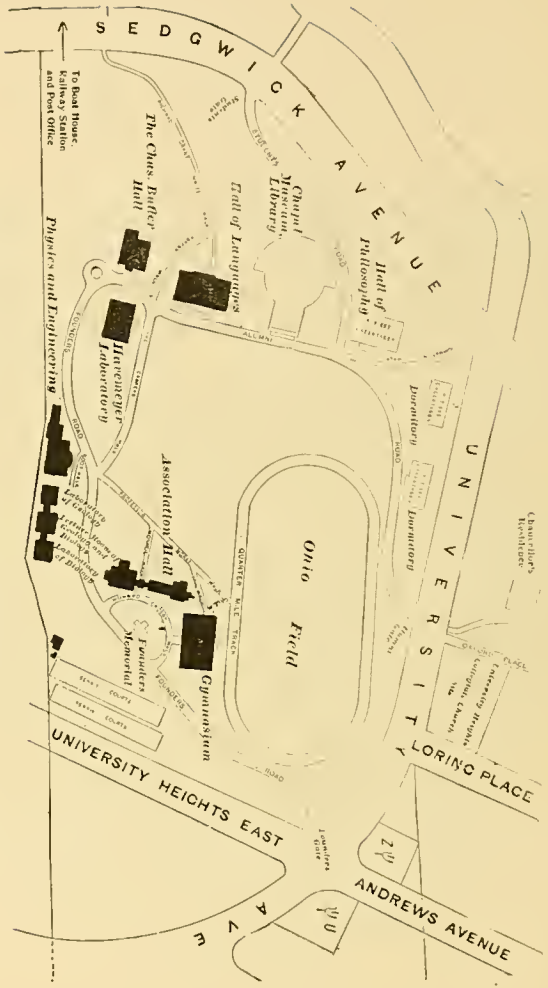

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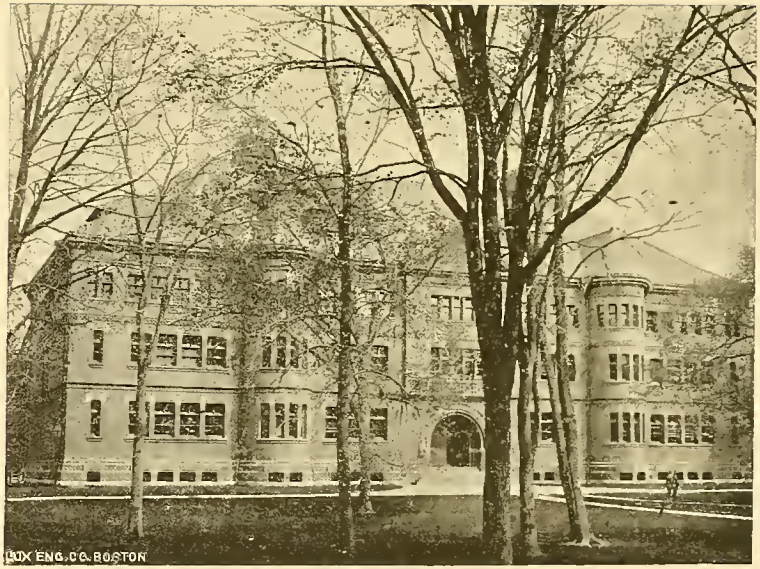

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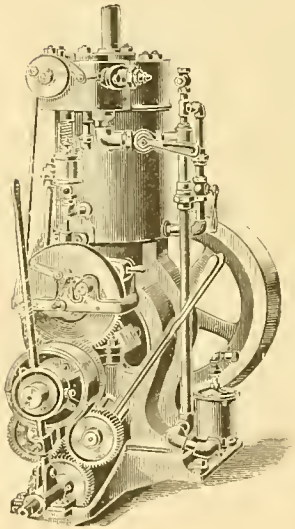

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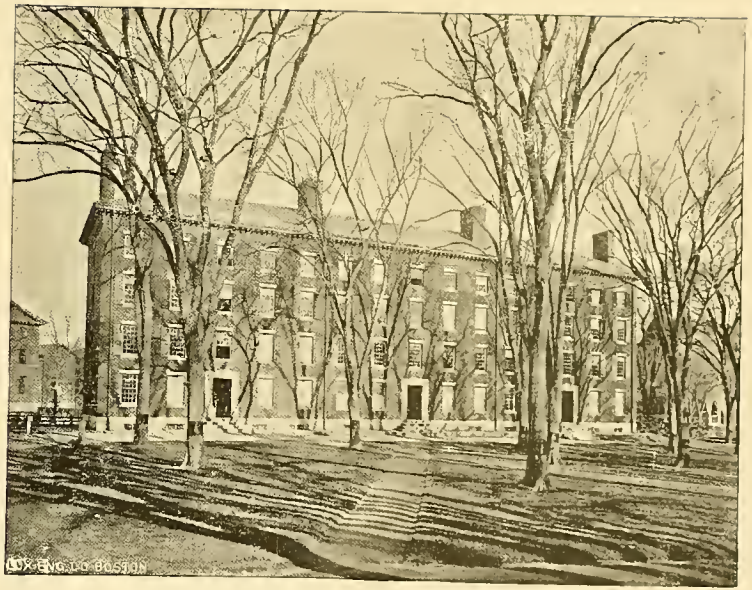

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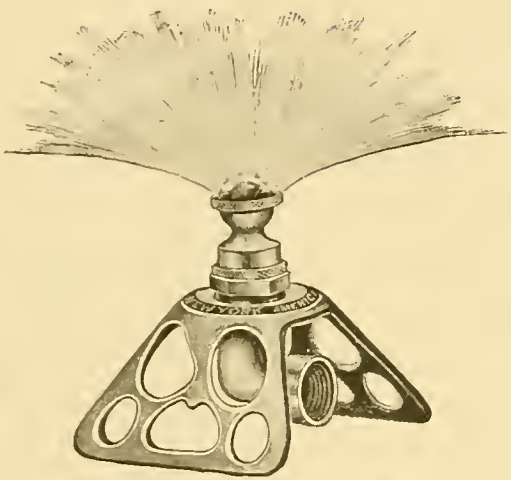

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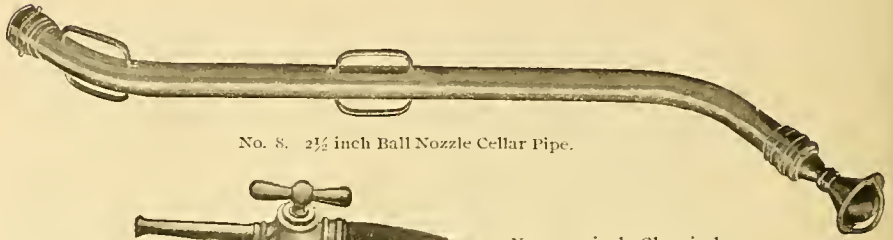

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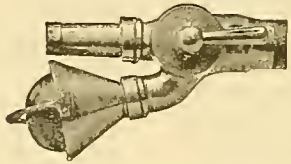
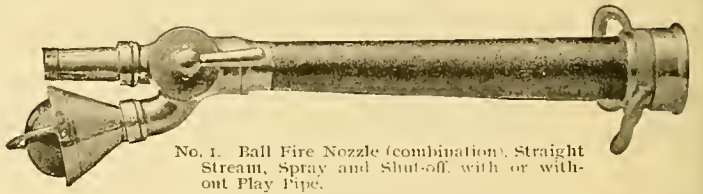


No. 10. 2½ inch Factory Ball Nozzle, Straight Stream, Spray and Shut-off.



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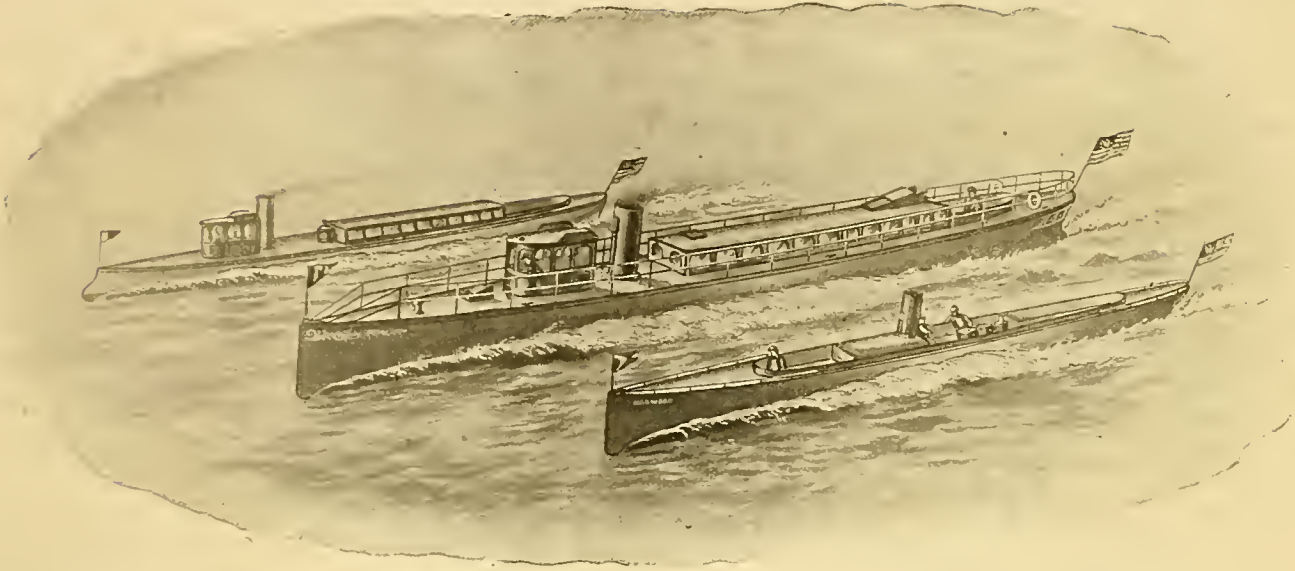

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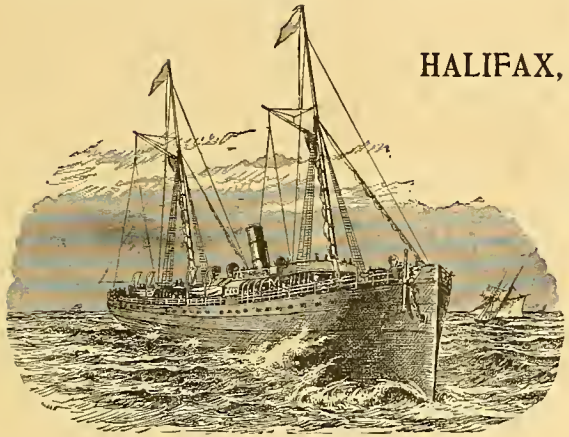

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